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COAST GUARD RESERVIST

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Servicemen's Group Life Insurance

The President signed on 25 June 1970 PL 91-291 which provides fifteen thousand dollars Servicemen's Group Life Insurance coverage for every active duty member of the uniformed services and all reservists when performing duty with or without pay, including periods while the Reserve member is proceeding directly to and returning directly from the place of such duty. The effective date of coverage is 25 June 1970. Starting 1 July 1970 a monthly premium cost of three dollars will be automatically deducted from the pay of each member on active duty. There will be no charge for the increased coverage for June 1970. One dollar eighty cents annually will be deducted from the pay of reservists who perform duty. This premium is payable once each year and is not reduced if coverage is provided for less than a full year.

Reservist coverage: for reservists performing ACDU or ACDUTRA for thirty days or less, coverage terminates at midnight local time of the last day of such period. Coverage for periods of INACDUTRA scheduled in advance by competent authority to begin at a specific time and place is in effect during

that part of the day during which INACDUTRA is performed. For all members performing duty, the insurance is also in effect while the member is proceeding directly to or returning directly from the place where such duty is performed. If an insured member incurs a disability or aggravation of a pre-existing disability while performing duty or while proceeding directly to or returning directly from such duty, the insurance is in force at death if death is caused by such disability during the ninety days following the period of duty during which the disability was incurred or aggravated. If such disability causes the member to be uninsurable at standard rates, he may convert to an individual policy effective the ninety-first day following the period which the disability was incurred or aggravated. No coverage is provided during periods of work or study for correspondence courses nor while the member is attending an educational institution in an INACTIVE duty status. A member called to active duty for thirty-one days or more will be eligible for basic coverage at the regular premium rate of \$3.00 per month.

Certificates more fully explaining the terms of the new SGLI program will be distributed at a later date. All personnel are urged to give full and serious con-

sideration before any decision is made to elect less than the \$15,000.00 coverage under SGLI, to decline to be covered by SGLI, or to cancel any other insurance program they may already have.



HOT, TRAINED RESERVISTS

Reservists from ORTUPS (O) 09-82601 attack a Class B fire at the Erie County Fire Training Facility, Amherst, New York. Training such as this is essential for reservists to maintain their proficiency in the practical aspects of their duties. A hot fire such as this one is difficult to extinguish, and there can be little difference between "the real thing" and "just for drill."



CAPT Carl H. ROSENE, USCGR (Ret)

CAPTAIN ROSENE AWARDED MERITORIOUS SERVICE MEDAL

Captain Carl H. ROSENE, USCGR, was awarded the Meritorious Service Medal at a ceremony in his office at the Pentagon on 8 July 1970. He was cited for outstanding meritorious service as Assistant Director for Reserve Manpower, Personnel and Training, in the Office of the Deputy Assistant Secretary of Defense For Reserve Affairs, during the period 25 August 1968 to 1 May 1970. Reference was made to his unusual dedication to duty and contributions to the overall accomplishment of Department of Defense goals for attaining Reserve mobilization readiness in the interest of national security.

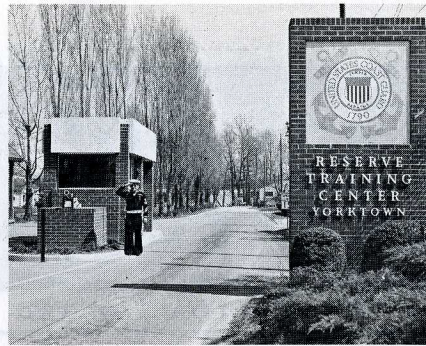
Captain ROSENE served in his Pentagon assignment (at that time a new billet for a Career Coast Guard Reserve Program Administrator) since August 1968 when he reported from duty as Chief, Reserve Division, Twelfth Coast Guard District. His previous assignments included a brief tour as an enlisted man, the first Coast Guard OCS class, several small vessels, shore duty in Hawaii, the Leyte invasion in an LST, and duty at a separation center, all during World War II and a short period after the War. Captain ROSENE was on inactive duty from 1946 to 1950, when he was recalled to serve as an instructor at Port Chicago, California. He was later in charge of Port Security Training in New Orleans, Assistant Director of Reserve in the Seventh and later Twelfth Coast Guard Districts.

He was on inactive duty, active status for about five years, including commanding officer of an ORTUPS.

Recalled to active duty, he was then assigned to COTP, San Francisco, California. He came to Washington in 1961 to serve as Chief, Reserve Plans and Training Division and stayed until 1964, when he was assigned to the Twelfth Coast Guard District.

Captain ROSENE retired on 19 August 1970. All in Reserve wish him and his wife Lucille the best of luck.

Reserve Training Center YORKTOWN



"Welcome Aboard" — Main Gate at RTC, Yorktown.

This summer, about 2500 reserve officers and enlisted men were ordered to leave their civilian lives for two weeks of intensive military training at the Coast Guard Reserve Training Center at Yorktown, Virginia.

Many of those who have attended Yorktown have expressed an interest in the history of the station.

The property was procured by the Navy in 1917. By 1926, they had spent in excess of three million dollars (1920's-type dollars) in building the United States second-largest fuel farm. This fuel farm was the largest in CON-US and second only to the Pearl Harbor facility. It covered about 400 acres.

The Navy later established a mine warfare school at Yorktown, in addition to the fuel farm.

In the spring of 1959, the United States Coast Guard acquired the facilities from the Navy. The station was commissioned on 3 July 1959 as the Reserve Training Center.

On 5 July, the first group of Reserve trainees were welcomed on board by then Captain L. M. THAYER (later Rear Admiral and the first Chief, Office of Reserve). They were Class 1-59 of a

two-week Direct Commission Officers School.

The following summer, there was a full program at Yorktown. About 1600 Reservists, Officers and Enlisted, underwent training in the summer of 1960.

This year was the eleventh full summer program. During those eleven years, the base has undergone many physical changes. Many of the old buildings have been torn down.

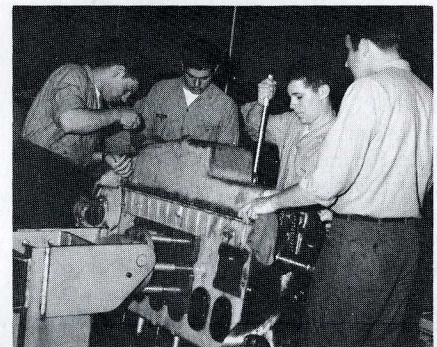
Today the Yorktown Training Center, under the command of CAPTAIN James W. KINCAID, is in the midst of a unit development program that will eventually result in a complete remodeling of the base.

Last year, two air-conditioned 250-man barracks for enlisted men were opened. The barracks, named for Revolutionary War heroes, were built at a cost of about \$2.1 million.

Completion of the barracks culminated the second step of a 10-year master plan. The first step resulted in the 1967 construction of a \$400,000 engineman school.

Work has already begun on a new 1,400-man dining area. It will be completed in the near future.

Future plans at the base call for a new fire station, a dental and medical facility, new quarters for officers, more classrooms and a gymnasium.



Engineman's school at RTC, Yorktown.



"Suds for firefighting." Foam training at RTC, Yorktown.

Coast Guard History Corner

In the August RESERVIST, the establishment of the Coast Guard Reserve and its port security program was reviewed. In this issue, you'll find some of the highlights of the Coast Guard Reserve's port security activities during World War II.

Even before the outbreak of armed hostilities involving the United States, large quantities of ammunition and other dangerous cargo were moving through the ports of this country, bound for our allies in Europe. With the Declaration of war, there was an enormous increase in the amount of munitions shipments in our port areas; and so also was there an increase in the likelihood of sabotage.

One of the earliest WWII major port security incidents was the fire aboard and sinking at the pier of the 83,000 ton liner NORMANDIE in NY harbor. This ship had been taken over from the French government, was being refitted for use as a troop ship, when a fire broke out aboard. Although the fire was extinguished in slightly over three hours, the 800,000 gallons of fire-fighting water which had been pumped into her caused her to capsize at the pier. She was subsequently raised; however, she had been structurally damaged and was eventually scrapped.

On 24 April 1943 the Panamanian steamer EL ESTERO was loading ammunition at Caven Point, Jersey City, New Jersey, when a fire broke out in her boiler room and quickly spread through her superstructure. There was a high probability that her 1500 tons of ammunition would explode. Such an explosion, coupled with the additional danger from the remaining ammunition at the depot and the proximity of the petroleum refining and storage facilities in nearby Bayonne, could easily have created the greatest marine disaster ever to occur in the New York Harbor. The Coast Guard's firefighting party, composed of both Regular, and Reserve personnel, boarded the furiously burning freighter to attempt to extinguish the fire. The Port Munitions Supervisor directed the burning ship to be towed into the harbor and scuttled, hoping to prevent an explosion, and simultaneously lessening the possible damage if an explosion occurred. A "Yellow Alert" air raid alarm was sounded and civil defense facilities were mobilized. Since the fire prevented

access to the sea cocks, the Coast Guard and municipal fireboats, as well as commercial tugs, filled the holds with their monitors. Finally after three and a half hours of firefighting, the EL ESTERO settled to the bottom, quickly extinguishing the fire. For his leadership, the munitions detail officer, LCDR J. T. STANLEY was awarded the Legion of Merit "For exceptionally meritorious conduct during the firefighting operations . . . thereby preventing an explosion which might have done incalculable damage to . . . the harbor."

Another Munitions Detail officer inspecting a ship loading ammunition in New York discovered a definite attempt at sabotage when he noticed some cotton fiber stuffed behind wooden sheathing in the hold. The cotton had been impregnated with self-igniting chemicals! Another sabotage attempt was foiled when careful inspection revealed that the shackle pin at the boom head had been cut almost through. A sling of explosives falling into the hold would have been the beginning of a disaster.

The most serious incident involving munitions occurred on 17 July 1944, at the vast munitions depot at Port Chicago, about 30 miles from San Francisco. At 2219, the SS E. A. BRYAN's cargo of 5000 tons of explosive detonated. The BRYAN, the QUINALT VICTORY, and a Coast Guard fireboat were destroyed. A Coast Guard patrol boat was also badly damaged. The blast knocked out windows for as far as 50 miles away, and was felt for over 200 miles. Thousands of persons were injured and 325, including the five Coast Guardsmen manning the fire boat, were killed.

Not all of the Coast Guard's port security problems were with munitions. Vast oceans of petroleum products—gasoline, aviation gas, fuel oil, butane—poured through America's ports. Although there were several disastrous incidents, the diligence of the Port Security forces, in planning anchorages, vessel movement, etc., undoubtedly prevented serious disruption of these vital shipments.

In most of the country's ports, and in all major ports, the harbor and bar pilots were members of the Temporary Reserve and subject to Coast Guard control.

Of the many treacherous channels, one of the most difficult passages was that of Hell Gate, in New York's East River. The strong currents, twisting channel and heavy traffic made this passage a pilot's nightmare; yet to save lives and ships, this inside passage was used heavily. During the period 1 Jan-

uary 1942 through 30 May 1945 over 14,000 vessels passed through this channel with only minor accidents.

Not all of the efforts of the Coast Guard's Port Security forces were devoted to port safety. A wreck of the Pennsylvania Railroad's "Congressional Limited" caused COTP Philadelphia to dispatch 120 men to assist at the wreck. Immediately following another three train wreck, this one near Dickerson, Maryland, LCDR H. D. RICE, Temporary Reserve, went to the assistance of trapped passengers by crawling under burning cars to rescue them. He was awarded the Navy Commendation Medal for "Unhesitatingly going to the aid of several passengers . . . in imminent danger of burning to death . . . with utter disregard to his personal safety."

When we speak of the Coast Guard's accomplishments in the Port Security Program, it must be clearly understood that this program was truly the combined effort of all personnel involved—Regulars and Reservists alike.

When the chips were down, and lives were on the line, the fine lines of distinction between components faded away and Coast Guardsmen did their jobs and did them well.

The accomplishment of the Coast Guard's Port Security program cannot be measured in specific terms. A review of the above incidents brings to mind the scope of disaster which *could* have occurred. The most important measure of the success of the Port Security forces of the Coast Guard is *what they prevented*. This will never be known, and this is most fortunate because of the overwhelming price of finding out.

History Questions:

1. For his heroic efforts in rescuing survivors from a burning gasoline tanker which had been torpedoed, which of the following Coast Guardsmen was awarded the Gold Life Saving Medal:

- John A. Midgett
- Douglas Munro
- Sumner I. Kimball

2. Which of the following Cutters is not classified as a WAGO:

- CGC ROCKAWAY
- CGC SEBAGO
- CGC EVERGREEN

3. Who was the first Commandant of the Coast Guard:

- Ellsworth P. Bertholf
- Alexander V. Fraser
- Russell R. Waesche, Sr.

Answers on Page 4.

The following reservists have been placed in the Retired Reserve under the provisions of Title 10, U.S. Code since the month of December 1969. Their long and faithful service to the Coast Guard Reserve is most praiseworthy.

DECEMBER 1969

WITH PAY

CDR Howard L. BERLYN 37771
CWO4 John W. BRADFORD 39236

WITHOUT PAY

CDR William A. SKELTON 36459
EN1 Eugene F. GRISWOLD 2025
058

JANUARY 1970

WITH PAY

CAPT Alwyn J. JUSTRABO 35812

WITHOUT PAY

CAPT Agnes L. BIXBY 90084
CDR William L. MANER 35799
CDR Esmonde F. O'BRIEN, Jr.
37880
LCDR Joseph E. BANKS 35256
LCDR Ethel B. BERDELMAN 90194
SKC William W. STEPHEN 2051
618

FEBRUARY 1970

WITH PAY

CDR Jane L. HAYES 90031
CDR John M. CANNELLA 40918

WITHOUT PAY

CDR Samuel H. TANCHUCK 37872
CDR Joseph M. SLOANE 38788

MARCH 1970

WITH PAY

CAPT Richard A. LOWCOCK
35448
CAPT Edwin E. PUMALA 35126
CDR Clyde J. REED 38666

WITHOUT PAY

CAPT Stanley B. WALTER 36721
CAPT Edward L. BOISSERRE 36016
CAPT Melvin THORBJORNSEN
36473
CAPT Gerald K. BARKER 37236
CAPT Francis P. SWEENEY, Jr.
36133
CAPT Rowland W. MORRISON
37349
CAPT Charles D. STOUT 36651
CAPT Larry M. McLENDON 36598
CAPT Edward J. JOHNSON 36330
CAPT Harry W. GARD 36260
CAPT James J. CALLAHAN 36308
CAPT Thomas J. CURTIN 36735
CAPT Louis J. ALLOCCA 36336
CAPT James S. STEVENS 36925
CAPT Hamilton F. MOORE 35983
CDR Donald E. ZUSSY 38468
CDR Wesley M. HANSON 38406
CDR Eugene P. GEORGE 38809
CDR Byron E. HAGLUND 37068
CDR Roy J. WINTERMUTE 38247
CDR Ingebright A. OSTNESS 38366
CDR George W. DIXON 37398

CDR Charles A. SODERLUND
41622

CDR Charles PEARSON, III 38625
CDR Edward H. HENDERSON
36517
CDR Laurence A. COX 39972
CDR Mary M. PARIS 90001
CDR Fair L. SWAIM 38721
CDR Tauno O. TAMMINEN 38645
CDR Ralph J. BUCK 38003
CDR John F. RAY 36001
CDR Robert A. FIELD 38886
CDR Ernest W. NODURFT 38422
CDR Robert D. SMITH 38368
CDR David G. STOKES 38883
CDR Virginia H. SCHROEDER
90197

CDR Joseph W. STORR 37809
CDR Bernard GORDON 38103
LT William N. BOWEN 50362
CWO4 Waldo P. ANDERSON
50437
SKC Haywood C. BROCKMAN
2042 829

APRIL 1970

WITH PAY

RADM Ernest R. FEIDLER 35022

MAY 1970

WITH PAY

CAPT Jack G. MARKS 35208

WITHOUT PAY

CAPT Wayne O. STONECYPHER
36169
LCDR James E. WALLACE 41106
LCDR Alson N. DRAKE 35957
HMC Thomas J. STRAWSER 2053
261

JUNE 1970

WITH PAY

CAPT Howard K. HEATH 36155
CAPT Lester W. PILKINGTON
35485
CDR George H. VEAZEY 35397
CDR Chester W. MARSHALL 38111
LCDR Walter R. BENSON 35699

WITHOUT PAY

CAPT John E. D. HUDGENS 40920
CDR Vernon H. TOMLIN 39442
CWO4 Walter F. PATRICK 50128
CWO1 Nathaniel N. SPERBER
39231

JULY 1970

WITH PAY

CDR William J. O'BRIEN 35720

WITHOUT PAY

CAPT Lester E. SLATE 39986
CAPT John O. DOUGLAS, Jr. 35671
LCDR Carl F. OVERMAN 39201
LCDR Arthur W. FRENZEL 50004

WITHOUT PAY

CWO2 Warren L. WEEKS 39085
HMC Roy P. TOLLEFSON 2053 645
GMC Franklin C. SMITH 2015 830
BMC Roy A. McKEITHAN 2016

531

AUGUST 1970

WITH PAY

CAPT Walter E. LAWLOR 37028
CDR Homer H. FREED 35690
CDR Robert L. WHEATLEY 37473
YNCP Margaret B. DEVO 4007 064

WITHOUT PAY

RMC Jack C. BRENNAN 2037 409

New Assignments

There have been many new assignments in the Reserve Administration since early summer. Here are some of those which may be of interest.

CAPT L. M. LOGAN—CCGD3(r)
to MORGANTHAU(CO)

CAPT G. W. WAGNER—CCGD14-
(difot) to CCGD3(r)

CAPT R. E. LIVINGSTONE—HQ
(RA) to CCGD12(r)

CDR J. D. O'MALLEY—COURIER
(CO) to HQ (RA)

CDR D. M. DRAPER—CCGD12-
(omr) to RTC YORKTOWN(XO)

CDR G. A. ROOSE, Jr. — RTC
YORKTOWN(TO) to Pentagon
DASD(RA)

Answers to History Questions

1. a 2. b 3. a Captain Bertoholf was Commandant of the Revenue Cutter Service in 1915 when the name was changed to Coast Guard. Captain Fraser was the first Commandant of the Revenue-Marine, and Admiral Russell R. Waesche was the first Commandant to be appointed full Admiral.

The Coast Guard RESERVIST

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ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

ENS. R. C. BROWN
CWO H. M. KERN
Editors

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Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.